

In the Claims:

Claims 1 to 20 (Canceled).

1 21. (New) An automatic gearbox, for a motor vehicle, with
2 infinitely-variable transmission ratio, which may be
3 operated selectively in a constant speed mode in which a
4 fixed value is prescribed for a desired nominal value of a
5 motor revolution speed of a motor of the motor vehicle, and
6 an acceleration mode in which the desired nominal value of
7 the motor revolution speed can be increased or reduced in
8 steps, characterized in that, in the acceleration mode the
9 motor revolution speed is increasable with a linear
10 transmission ratio in which the motor revolution speed and
11 a vehicle velocity of the motor vehicle are not directly
12 proportional to one another.

1 22. (New) The automatic gearbox according to claim 21,
2 characterized in that after an acceleration phase, a
3 further stepped motor revolution speed increase or a
4 stepped motor revolution speed reduction can be set
5 dependent on a position of an accelerator pedal of the
6 motor vehicle.

1 23. (New) The automatic gearbox according to claim 21,
2 characterized in that shifting steps for increasing or
3 reducing the motor revolution speed are each respectively

fixed as a respective characteristic line or characteristic field of motor revolution speed values and vehicle velocity values dependent on a position of an accelerator pedal of the motor vehicle or dependent on the vehicle velocity.

24. (New) The automatic gearbox according to claim 21, characterized in that in the acceleration mode up to achieving a maximum of the vehicle velocity, five to ten transmission ratio shifting steps are provided.

25. (New) The automatic gearbox according to claim 24, wherein seven of the transmission ratio shifting steps are provided.

26. (New) The automatic gearbox according to claim 21, characterized in that respective separate transmission ratio shifting steps are respectively specified for increasing and for reducing the motor revolution speed.

27. (New) The automatic gearbox according to claim 21, characterized in that a minimum motor revolution speed and a maximum motor revolution speed are associated with a respective transmission ratio shifting step, and that when falling below or exceeding the minimum motor revolution speed or the maximum motor revolution speed a stepped motor revolution speed change can be triggered.

1 28. (New) The automatic gearbox according to claim 21,
2 characterized in that a stepped motor revolution speed
3 change in the acceleration mode can be activated depending
4 on a driving program that is selected.

1 29. (New) The automatic gearbox according to claim 21,
2 characterized in that a stepped motor revolution speed
3 change in the acceleration mode can be activated dependent
4 on a manner in which the motor vehicle is driven.

1 30. (New) The automatic gearbox according to claim 21,
2 characterized in that a control of a stepped motor
3 revolution speed change is embodied in software in a
4 control device.

1 31. (New) A vehicle, characterized in that it comprises an
2 automatic gearbox according to claim 21.

1 32. (New) A continuously variable transmission for a motor
2 vehicle that can drive at a variable vehicle speed and that
3 has a drive motor which can operate at a variable motor
4 rotational speed, said transmission comprising a variator
5 and a controller, wherein:

6 said variator comprises:

7 an adjustable primary cone pulley;

8 an adjustable secondary cone pulley; and

9 a force transmission element linking said primary cone
10 pulley to said secondary cone pulley for force
11 transmission therebetween;
12 said controller comprises:
13 a control device connected to and adapted to adjust
14 said primary cone pulley and said secondary cone
15 pulley so as to adjust a transmission ratio
16 therebetween through said force transmission
17 element continuously between a lowest
18 transmission ratio and a highest transmission
19 ratio; and
20 a memory storing a control program adapted to control
21 said control device so as to adjust said
22 transmission ratio in discrete discontinuous
23 steps of said motor rotational speed between
24 successive transmission ratio ranges that each
25 respectively have a respective linear
26 transmission ratio characteristic of said motor
27 rotational speed relative to said vehicle speed,
28 and wherein said motor rotational speed and said
29 vehicle speed are not directly proportional to
30 each other in at least one said linear
31 transmission ratio characteristic.

1 33. (New) The continuously variable transmission according to
2 claim 32, wherein said at least one said linear
3 transmission ratio characteristic is defined as $n = mv + b$,
4 wherein n is said motor rotational speed, v is said vehicle

5 speed, m is an apparent virtual transmission ratio, and b
6 is an apparent virtual positive or negative offset value of
7 said motor rotational speed for a zero value of said
8 vehicle speed in said at least one said linear transmission
9 ratio characteristic.

1 34. (New) In a motor vehicle that is adapted to drive at a
2 variable vehicle speed, and that has a motor adapted to
3 operate at a variable motor rotational speed, a
4 continuously variable transmission connected for power
5 transmission between said motor and at least one drive
6 wheel of said motor vehicle adapted to drive at said
7 vehicle speed, and a transmission controller including a
8 memory storing a control program adapted to control
9 continuously variable adjustments of a transmission ratio
10 of said transmission between said motor rotational speed of
11 said motor and said vehicle speed of said drive wheel,

12 an improvement wherein said control program is
13 embodied such that, in at least one operating mode, said
14 transmission ratio is to be adjusted in discrete
15 discontinuous steps of said motor rotational speed between
16 successive transmission ratio ranges that respectively have
17 linear transmission ratio characteristics of said motor
18 rotational speed relative to said vehicle speed, and at
19 least one of said linear transmission ratio characteristics
20 is defined as $n = mv + b$, wherein n is said motor
21 rotational speed, v is said vehicle speed, m is an apparent
22 virtual transmission ratio, and b is an apparent virtual

23 positive or negative offset value of said motor rotational
24 speed for a zero value of said vehicle speed in said at
25 least one said linear transmission ratio characteristic.

[RESPONSE CONTINUES ON NEXT PAGE]